

East Midlands Airport
Monitoring, Environment, Noise and Track (MENT) Sub Committee

APPROVED Minutes of the Meeting
held at East Midlands Airport on Friday 19 May 2017

Present:

Independent Facilitator & Chair

Mr B Whyman MBE, Ch, JP

Organisation:

Kings Newton Residents Association
Nottinghamshire County Council
PAIN – People Against Intrusive Noise
DHL Aviation Ltd
Leics and Rutland Association of Local Councils
Rushcliffe Borough Council
Save Aston and Weston Village Environments (SAVE)
WHICH

Mr S Leech
Councillor A Brown
Mrs P Beddoe
Mr P Hewett
Councillor A Sowter
Councillor M Males
Mr J Gidlow
Dr A Manhire & Mr I Jones

Ryanair – Training Captain Jamie Chubb

East Midlands Airport:

Corporate Social Responsibility (CSR) Director
CSR Manager
CSR Officer
Minute Secretary

Mr N Robinson (from 11.00am)
Ms C Hempson
Mr A Greaves
Mrs A Lamin

17/10M APOLOGIES AND DECLARATIONS OF INTEREST

The Chairman welcomed everyone to the meeting. Apologies were received from Cllr T Pendleton and Dr P Grimley. There were no Declarations of Interest.

17/11M RYANAIR TRAINING FLIGHTS – Presentation

Training Captain Jamie Chubb, Ryanair, outlined training requirements and activities at EMA. Key points and comments included:

- Training consists of simulator and base training and is conducted at both EMA and Prestwick
- Each session is six circuits
- No training is conducted on weekends or Bank Holidays
- Sessions and circuits are dictated by weather conditions
- All airlines are required by the CAA to undertake training
- The Ryanair fleet of 800's is based at EMA but the smaller, more efficient and quieter 737-700 aircraft is used for base training
- Specific simulator training is undertaken for each airport destination
- Training flights are planned, and any flying over villages is avoided where ever possible, and generally occurs mainly because of crosswinds
- Ryanair is aware of the impact on the local area and takes this into account. Circuits have been made bigger to lessen the impact, which uses additional time and fuel and therefore increases the cost to the airline. Training is essential.
- Airlines liaise with the airport on circuits. There is a need to undertake both left and right turns in the circuits. Air Traffic Control can change circuits due to the volume of other flights both in and out. Pilots normally fly with visual reference, avoiding towns etc, but ATC can introduce changes as necessary, as a result of potential conflicting traffic, weather etc.
- Captain Chubb and Ryanair want to work with the community, are happy to listen and take action where possible.

17/12M TRAINING FLIGHTS – AGENDA ITEM 4

- (i) The paper circulated for agenda item 4 was introduced. The Chairman confirmed that as proposed at previous meetings, additional meetings had taken place and the issues raised by the member representing SAVE relating to training flights and Webtrak had been resolved satisfactorily.

The information circulated outlined the Background and essential requirement for Training Flights, Historic Improvements, Current Policy, Consultation with the Local Community and the Use of Technology.

The recent upgrade to the Noise and Track Monitoring Systems (ANOMS) gives the opportunity to more closely monitor instances of training flights overflying local villages. Using ANOMS EMA has plotted the villages that should be avoided wherever possible. The information will enable proactive work with ATC and airlines to enable avoiding, where possible, overflying villages and can be used as an awareness tool at quarterly Pilot Liaison Meetings.

Captain Chubb confirmed that pilots were aware of residents and these proposals provided useful information. Ryanair pilots take the aircraft landing gear up to reduce noise. Reverse thrust is not used unless absolutely necessary as this is costly. The normal position is idle.

It was confirmed that for inbound training aircraft flying an easterly circuit, training flights take the same track as scheduled flights when coming in to land, ie following Main Street, Kings Newton and this close to the Airport's runway, this track cannot be changed.

There was discussion over changing and/or varying routes but it was accepted that EMA liaising with the airlines and ATC were working to mitigate the impacts wherever possible.

The Chairman and members thanked Captain Chubb for the informative and open discussions and commitment to working with EMA in the future.

- (ii) Members welcomed the proposals and information provided. EMA will report to future meetings on the effects and improvements. It was agreed there is a vast improvement over recent years and the effects need to be balanced with regulatory requirements and practical issues. It was accepted that the airport is mitigating the impact. Peter Hewett said that companies have an obligation to the environment and the community and take this very seriously. This was endorsed by Captain Chubb. Members welcomed the continual improvement and better working relationships.

A member queried if the reduction in the number of training flights reduces income for the airport. EMA confirmed that revenue comes from other areas and the reduction is an acceptable impact.

Ryanair train 1,000 pilots each year, who stay in the area for eight weeks and therefore bring income to the area. EMA does not provide free parking for airline employees, but the majority of trainees will live in the local villages and can use the bus services.

17/13M MEETING MINUTES

- a. **The minutes of the meeting** held on 27 January 2017 were accepted as a true record.

b. Action points:

17/03M (ii) Drones

The Chairman thanked the sub group who submitted a response to the DfT consultation. A copy of the response will be circulated to ICC members.

ACTION: EMA

17/14M CHAIRMAN'S REPORT

- (I) Defra and DfT have issued a consultation on Taxing Nitrogen Dioxide, response deadline is

15 June 2017. EMA confirmed membership of a coalition reporting on air quality and the focus of the consultation is on the urban environment and land transport. Aircraft on the apron are modest contributors. EMA confirmed that air quality in the area is monitored and information shared with local authorities and publicly. Members endorsed the responses to be submitted by EMA and the coalition. EMA will submit the air quality report at a future MENT meeting for discussion.

ACTION: EMA

- (ii) Airline laptop bans – a recent report says that flyers will be deterred because of the ban. A risk is lithium batteries catching fire. There are cargo limits for planes and a secondary issue is where damage can be done by carrying laptops in holds. However it was noted that this relates to a US and UK ban on laptops from cabin baggage on flights from certain countries in the Middle East and North Africa, as well as Turkey, being imposed as an anti-terrorist precaution.
- (iii) A recent incident at EMA involved a Jet2 flight landing which resulted in a rolling road block on the M1 was discussed. EMA confirmed that standard precautionary procedures were implemented.

17/15M AIRCRAFT FLEET CHANGES AND CHARGES

Neil Robinson outlined the detailed paper circulated. The report detailed:

- Purpose
- Background – The Airport's commitment
- Measuring compliance
- Current position
- Current Night-time aircraft fleet at EMA
- Chapter 3 aircraft operating at night at EMA
- Next steps
- Future Aircraft Fleet
- The Sustainable Development Plan
- Forecast Noise Contours
- Predicted areas of the Annual Average night noise contour
- Future aircraft types
- Performance of Generation 1 aircraft
- Performance of Generation 2 aircraft
- Future aircraft types at EMA
- Next steps –

EMA will amend the monitoring systems so that in addition to reporting compliance to Chapter3 or Chapter 4, reporting will include the proportion of operations by new generation aircraft. Regular reports will be provided to the committee.

EMA summarised that over the longer term it is anticipated there will be an increase in passengers but no significant increase in night noise.

EMA will work with the airlines to ensure compliance. It was noted that companies take the issues seriously, but there is a commercial impact which needs to be acknowledged. If excessive penalties or bans are introduced then operators will go elsewhere. The cycle times for aircraft were noted.

17/16M NOISE CONTOURS

The reports circulated were reviewed. 2016 figures will be included and reports circulated with the meeting minutes.

ACTION: EMA

EMA will investigate the potential for a presentation by UPS on noise policies and Chapter 4 aircraft. DHL considered that there might be a conflict of interest, this was noted.

ACTION: EMA

17/17M ENVIRONMENT REPORT

The details circulated were reviewed. Involvement with the Pilots Liaison Group continues. EMA will provide details on it's individual CDA and NPR performance to Ryanair.

ACTION: EMA

The significant increase in SIGS installations was noted, reducing the waiting list. Noise monitoring reports were noted.

17/18M FUTURE AGENDA ITEMS – updated

- (i) Airspace Design Guidance/PBN – September meeting -
- (ii) Winter operations/foams/spill responses/noise
- (iii) Review of Sustainable Development Plan 2015/16
EMA to determine timetable for programme of reviews
- (iv) (P) Presentation by UPS on Noise policies and Chapter 4 aircraft
- (v) Other topics generated by stakeholder interest

17/19M DATE OF NEXT MEETING

Friday 15 September 2017

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